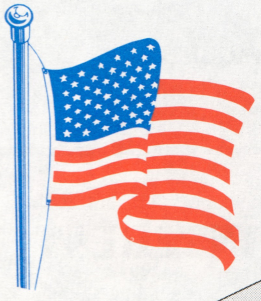
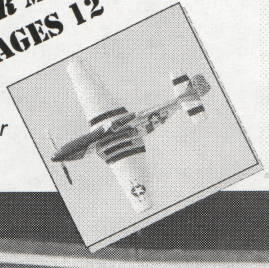
The Newsletter of the Yankee Air Force



What's happening in and about the-
YANKEE AIR MUSEUM

Hangar Happenin's

MORE OF YOUR PHOTOS! THUNDER OVER MICHIGAN PAGES 12 - 13



P-51D *Excalibur*
by **Rand Bitter**

IN THIS ISSUE **PAGE**

Saturday night at the movies! ***A BRIDGE TOO FAR***	3
The Room 216 Report	4
Board Report	5
Condor's Cave	6
A Call to Action: Long-Range Planning	7
The Sperry Ball Turret *by Stan Wiec*	8
Mega-Mail Order	9
Stinson News	10
On the Horizon	15

MARY DONAHUE

THUNDER OVER MICHIGAN 2004 AIR WAR IN THE PACIFIC GUESTS OF HONOR

Hamilton McWhorter, Archie Donahue, Harry Badgerow, Joseph McGraw, Bert Earnest

SEATED STANDING STANDING SEATED SEATED

October 2004

Yankee Air Force, Inc.
d/b/a Yankee Air Museum
A Non-Profit Organization
501(c)(3)
2041 A Street - East Access
Willow Run Airport
Belleville, Michigan USA

Hangar Happenin's is the monthly newsletter of the Yankee Air Force.

Founding Editor: **Bill Abbott**
1919 - 2000

Graphic Artist: Evelyn Rouse

Staff:
Mary Ann Bittner
Don Burke
Bill Colwell
Eric Aubrey
Dave Steiner

Contributors:
Dave Stonoski
Roger Peterson
Dan Tomczak
Dick Bodycombe
Linda Terentiak

Officers of the Yankee Air Force:

President: Jon Stevens
Vice-President: Dick Stewart
Secretary: Mary Jane Medlock
Treasurer: Les Klima

Directors:
Don Burke
Bill Colwell
Ted Drews
Bill Hanney
Brian Higgins
Randy Hotton
Ray Hunter
Joe Leugers
Andrew Robinson
Dave Steiner
Bill Wier
Dale Worcester

Ex Officio: Dennis Norton

MEETING SCHEDULE

General Membership
1st Wednesday of Month - 7:30 PM
All Members & Guests Welcome

Flyable Aircraft Meeting
2nd Wednesday of Month - 7:30 PM
Everyone Welcome

Board Meeting
3rd Wednesday of Month - 7:30 PM
All Members Welcome

Staff Meeting
4th Saturday of Month - 10:30 AM
All Department Chairs & Managers

MUSEUM HOURS

10 AM - 4 PM TUESDAY - SATURDAY
12 NOON - 4 PM SUNDAY

MUSEUM & STORE OPEN WEDNESDAY EVENINGS TO 7 PM

Phone: (734) 483 - 4030
Fax: (734) 483 - 5076

Copyright © 2004 Yankee Air Force Inc.

Visitors to our Museum
during **August 2004** were from
21 of our United States
plus
Canada, France, Australia,
England, Brazil and Thailand

PAST DATES OF INTEREST

* * * * * * * * * * * * * * * * *

1 Oct 39	Chance Vought ***Corsair*** first US fighter to exceed 400 mph
1 Oct 42	First flight of the Bell ***Airacomet*** P-59A which was the first US jet
1 Oct 58	**NASA** founded
3 Oct 42	First successful **V-2 rocket** launch begins new era in air warfare
4 Oct 57	*Sputnik I* launch begins **Space Age**
13 Oct 68	First live TV broadcast from manned US spacecraft ***Apollo 7***
14 Oct 47	First supersonic flight: Air-launched from the bomb bay of a B-29, the Bell X-1 *Glamorous Glennis* was flown by Capt. **Chuck Yeager** at Mach 1.06
16 Oct 39	First air attack on British territory: German aircraft damaged ships in Scotland's **Firth of Forth**

* * * * * * * * * * * * * * * * *

The 50/50 winner
at our **SEPTEMBER** meeting
was
SOCRATIS STERGIOU
who donated his winnings
to our CG-4A Glider

To contact Hangar Happenin's
E-mail: **hangarhapps@yankeeairmuseum.org**
Phone: **(734) 483-4030 Ext 219**

Yankee Air Museum's ***SATURDAY NIGHT AT THE MOVIES!*** October 16th **A BRIDGE TOO FAR**

Presenting the last of the great all-star World War II movies ...

the story of *Operation Market Garden* September 1944

WORLD BOOK Map 1988

DID YOU KNOW? The road captured by the U.S. 82nd and 101st Airborne Divisions in Holland during Operation Market Garden was known as ***Hell's Highway***. The British 1st Airborne Division lost 75% of its personnel in the **Arnhem** attack during ***Operation Market Garden***. Deputy commander of the First Allied Airborne Army, Lt. Gen. Frederick Browning, had feared ***"...we might be going a bridge too far."***

By popular request, Yankee Air Museum offers another Saturday night film festival!

Saturday evening, 16 October 2004, we will show the great all-star World War II movie ***A Bridge Too Far***. The film will begin at 1730 hrs military time (**5:30 PM** for civilians) in the Yankee Meeting Room with **free soft drinks and popcorn** for everyone. After the movie, you can take a guided tour of our C-47 Skytrain *Yankee Doodle Dandy* led by paratrooper re-enactors.

Member admission is $5 each.
Non-members will be charged $10 credited toward their Yankee Air Museum membership if they choose to join that night.

A Bridge Too Far is the story of *Operation Market Garden,* the daring mission planned by the Allies to carry them across the Rhine River. For three days beginning 17 September 1944, an "airborne carpet" of 20,000 paratroopers in C-47s and CG-4A gliders were dropped behind German lines to seize 8 key bridges in the Netherlands, within the area shown circled on the map at left.

Some famous faces you'll see in this film: James Caan, Sean Connery, Michael Caine, Elliott Gould, Dirk Bogarde, Gene Hackman, Anthony Hopkins, Ryan O'Neal, Laurence Olivier, Robert Redford, Maximilian Schell, Liv Ullmann, and John Ratzenberger, who might be more familiar to you as Cliff Clavin the *Cheers* mailman, playing an anonymous lieutenant in ***A Bridge Too Far***.

A Bridge Too Far was directed by Sir Richard Attenborough, and written by William Goldman, who also wrote scripts for *Marathon Man* and *Butch Cassidy & the Sundance Kid.*

See you **Saturday, October 16th** for this special event. Tickets now on sale in the Yankee Air Museum Store!

If unable to visit the Museum Store, complete and mail this form with your check payable to:
Yankee Air Museum, A BRIDGE TOO FAR, PO Box 590, Belleville MI 48112-0590
Your tickets will await you at the door **Saturday October 16th** before the movie!
Call **(734) 483-4030 Ext 202** for more info or to charge to VISA or MasterCard ($10 minimum)

NAME _____ YAF MEMBER # _____

E-MAIL _____ PHONE _____

MEMBER SEATS ____ x **$5**= _____ **NON-MEMBER** SEATS ____ x **$10**= _____ **TOTAL** = $ _____

A BRIDGE TOO FAR
SATURDAY 16 OCT 2004
5:30 PM
YANKEE AIR MUSEUM

The Room 216 Report

As always, remember if you've got anything you'd like to discuss, please feel free to call
(248) 353-3384
or e-mail
jon_stevens_77@worldnet.att.net

*by **Jon Stevens** L 4172 WR*

In August, I wrote about a couple of good news/bad news events—the overall success vs. revenue from the *Grosse Ile Air Extravaganza*, and the number of donations to the *Michigan Aerospace Foundation* (MAF) in their current capital campaign.

This month, I'd like to continue with that theme, and give you some updates on last month's topics. The good news is that *Thunder Over Michigan* returned to Willow Run the weekend of August 7th and 8th. This year's theme of Pacific Theatre airpower was a very successful one. Our ramp displayed over a dozen TBM Avengers and AT-6 Texan/SNJ/Harvard trainers *each*. When you add, amongst others, the only flying *Helldiver*, the F4F *Wildcat*, a couple of *Corsairs* and even a PBY Catalina, you had a ramp to remember! Including the current military aircraft, we had over 90 aircraft on hand.

The weather was perfect, parking went smoothly, the crowds were enthusiastic (how often do you see an airshow crowd *applaud* an aerobatic routine?) and Saturday's symposium was again unforgettable.

As usual, a lot of members volunteered to help out at this year's event, and their efforts are very much appreciated. While I cannot list everyone here, I would like to especially single out, in no specific order, **Tony Buttacavoli** and **Ray Nickels** (Air Bosses), **Don Burke** and **Jim Redick** (Ramp Crew), **Paul Draper** and **Aaron Peters** (Fuel & Oil), **Bill Colwell**, **Bill Hanney** and **Les Klima** (Treasurer's Office), **Bob Campbell** and **Bill Tonak** (Security), **Dave Steiner** (Parking), **Tom Stewart** Food & Concessions), **Bette Watson** and **Jane Spires** (VIP Tent), **Dale Worcester** and **Neoma Stratton** (Museum Store), **Jerry Luther** (Re-enactors), **Gayle Roberts** (Aircrews), **Mary Jane Medlock** (Water Delivery), as well as **Ken Chio**, **Norm Ellickson** and **Barret Vance** (Aircraft Maintenance for Visiting Crews).

In addition, I extend our very special thanks to **Debbie Stewart** and **Dick Stewart** (Department of Helping to Keep Almost Everything Else Under Control) *!!*

Lastly, we are grateful to **Mike Luther** and **Kevin Walsh** for building *Thunder Over Michigan* into one of the premier aviation events in the country.

All of the volunteers did a great job, and I hope that no one feels slighted if their name was not mentioned above—your hard work was and *is* appreciated!

So, you'd think there were no problems, right? *Wrong*. There were two that were significant enough to rate mentioning here, and both were unnecessarily caused by our own Museum members.

Something new we tried this year was offering an early morning photo tour, for which we charged $40 for one day's admission. This allowed visitors early access to the ramp from 7-9 AM before the crowds arrived.

Unfortunately, we still have a few members who seem to think their membership entitles them to 24/7 access to the hangar, and the Willow Run Airport ramp.

[*For those who do know better, please ignore the next three paragraphs.*]

I hate to be the bearer of sad tidings, but *no, it does not*. As with any museum, membership entitles us to enter the hangar and grounds during regular business hours without being charged admission, and to a discount in our Museum Store.

For those of you who think differently, try this one on. Suppose you belong to *The Henry Ford* and there's an invitation-only event going on at *Greenfield Village*. What do you think their security would do if you tried crashing that party? That's right, you'd be escorted out of the Village, if not the premises altogether.

Up to this point, we've never asked a member to leave, but after this year's *Thunder*, we are going to look at changing that policy.

[*We now return you to your regularly scheduled column.*]

The second problem relates to Saturday morning's re-enactment of U.S. soldiers (with P-47 air cover) taking on a German platoon. In the end, the "good guys" (the Americans) overwhelmed the "bad guys" (the Germans), much to the approval of our early morning crowd.

The problem here came about due to the "bad guy" re-enactors wearing *SS* uniforms, and the reaction of a small handful of our members. Apparently, they confused the symbols of Nazism with the ideology behind it. As a result, they insulted the re-enactor's with taunts of "*How do you like killing innocent people?"* and accusing the re-enactors of actually *being* Nazis.

This culminated with this handful of our members intentionally confronting the re-enactors, demanding that they leave. Not only did the "bad guys" leave, so did a significant number of the "good guys."

Like most of us, the vast majority of re-enactors are history buffs. They take a special interest in a topic, and in this case, re-enact a part, just as an actor plays a role. But to accuse one of being a Nazi because the *SS* is their special interest (or a Confederate re-enactor for wanting us to return to slavery) is as ignorant as accusing the late John Banner of being a Nazi because he played *Sgt. Shultz* in the TV show *Hogan's Heroes*.

I just hope we can repair the damage, and get these people back…

On a happier note, some additional revenue has come in related to the *Grosse Ile Air Extravaganza*, and the event overall *did* turn a profit for us. Granted, the amount is a little over $1,000, which is a drop in the bucket compared to our annual budget (just over $1.25 million), but reaffirms for me just how worthwhile this event is.

With *MAF*'s capital campaign, a few more donations have come over the last month from *YAM* members, including one for a $1,000. I've spoken to *MAF* Chairman **Dennis Norton** and Secretary/Treasurer **Gary Brown** about setting up regular monthly donations using debit and credit cards, and we hope to have something going in that department soon. We'll let you know when that program is set up.

UNTIL NEXT MONTH,
LET'S KEEP TALKING, AND KEEPING 'EM FLYING!

BOARD REPORT

by **Dave Steiner**

Charley and *Frances* weren't the only problems in Florida

The board unanimously and specifically voted to prohibit air shows and contracts for air shows or air show performers to be entered into by divisions other than Willow Run. This is in accordance with Article X Section 2.c. of the By-laws of Yankee Air Force, Inc. This was to clarify and reinforce our board's position in response to some activities of our Florida Division. The Florida Division also engaged in other activities in violation of YAF bylaws—specifically, a board meeting was called and conducted by the vice-chair, who has no such authority.

Summer 2005 events

The go-ahead was given for a Yankee Air Museum event at our Hangar the first weekend in June 2005 to include a display of the moving Vietnam Memorial Wall. This is the only weekend next summer that the Wall will be available in Michigan. Mark your calendars now. The planning may proceed now that the board has authorized limited expenditures. The Wall should help draw a large crowd to our Museum if we do the marketing and advertising well.

A proposal for an air show at Grosse Ile next summer was defeated. Unless someone guarantees Yankee Air Museum a profit for putting on this show, it appears to be a dead issue. Although there was some discussion concerning how that air show account was charged for different expenses, it was not profitable this year, but could have come close to breaking even. Our marketing/advertising policies and procedures will be adjusted to avoid some of the accounting issues that arose. The next show would have most likely been held in July and without it there will be no Yankee Air Museum event in July 2005.

A 2005 *Thunder Over Michigan* event was approved with an expected budget the same as 2004. The final figures for this year's event are not in yet, but all expectations are that the event was quite profitable.

See page 15 *On the Horizon* in this issue for a forecast of more 2005 Museum events.

Financial report

Through July 31st the Museum has made $15,795.06. Last year at this point we had lost $21,779.05 so we are about $37K to the good. The figures are posted on the bulletin board in the member meeting room for all to see, or you may ask any board member for a copy.

MMRM – Dennis Garner

The Mid-Michigan Division's Re-establishment Manager **Dennis Garner** made a presentation to submit names to the board so the procedure for re-establishing our Mid-Michigan Division could continue. However, after some debate, the board's position was that an insufficient number of member names in good standing had been submitted (25 are required) so the board could not act on this presentation.

Security badges for volunteers

Very soon there will be picture security badges available for volunteers, especially those who may be spending time at the museum other than normal operational hours. These will not be official Willow Run Airport passes, but will give airport security something to help them identify Yankee members during routine patrols. Contact **Bob Campbell** in the Museum Security office for more information.

Board candidates

Election Committee chair **Alexander Scotford** reported there are eight candidates running for four seats available on the board. Self-written profiles of the nominees and their pictures are to be mailed with each ballot. We need people to help the Election Committee stuff envelopes, do the mailings and count ballots. To volunteer please contact **Al Scotford** at **(313) 386-2094** or e-mail him at **zekezzypt@cswebmail.com**.

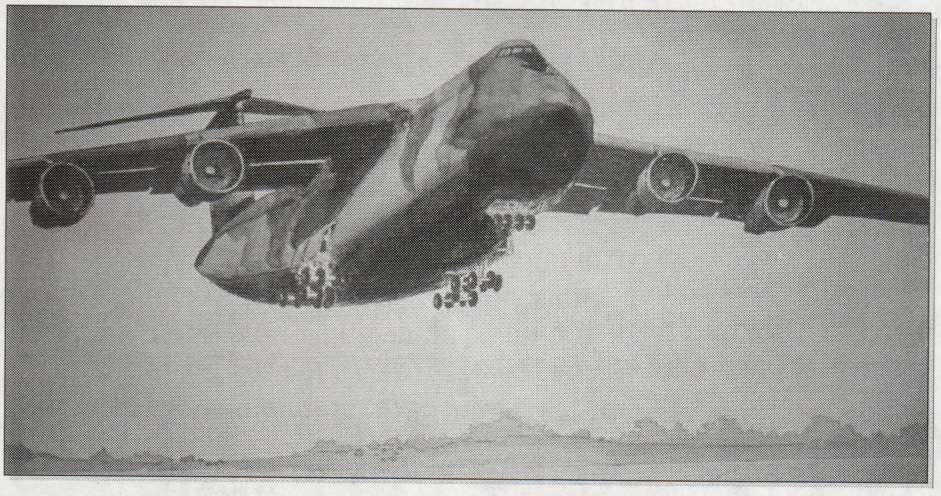
CONDOR'S CAVE

by **Dick Bodycombe**

Dear Members:

"When is something big really big ?"

I asked myself this rhetorical question recently as I sat in the cavernous fuselage of a giant USAF four-engined C-5 *Galaxy* airlifter at Westover Air Reserve Base in Chicopee Falls, Massachusetts.



C-5 GALAXY WATERCOLOR by **LINDA TERENTIAK**

Seated alongside me were our B-17 Chief Pilot **Paul Scholl** and YAF's newest B-17 pilot **Gene Wedekemper** (a Northwest Airlines Captain on the Airbus 330). We had just finished a complete walk-through of the giant machine meticulously conducted by the Lieutenant Colonel Commander of the 335th Military Airlift Squadron.

I asked Paul for an evaluation. Reflecting his US Navy pilot training, he reluctantly grumped that "Yes, it is a big one."

The *Yankee Lady* and our 10-man crew were honored invitees to what is considered to be the largest every-other-year airshow in the Northeast United States. At Westover, we were happy to support the USAF *Thunderbirds* jet team and several other civilian performers. The weather on Saturday was acceptable, but the remnants of *Hurricane Charley* curtailed the flying activity on Sunday. Most warbird pilots fled away from *Charley* Saturday night, so we were asked to perform the *Lady* as a warm-up for the *Thunderbirds* on Sunday. We virtually had the sky to ourselves. The overcast unfortunately held the *Thunderbirds* down to their "low show" which greatly restricts their repertoire.

The huge Lockheed C-5 *Galaxy* is the largest transport aircraft in the United States Air Force, and has been the "workhorse" for large out-sized cargo in both Gulf Wars. The USAF built 81 of the C-5A models in the late 1960s and early 1970s. These C-5s were operated by MAC (Military Airlift Command then) and based at Dover AFB, Delaware and Travis AFB, California. The Air Force Reserve was asked to provide half of the aircrew force and about 40% of the maintenance team, lashed together in a new format called "the Associate program." I was able to squeeze in one take-off and landing while on a weekend visit to Dover in 1977.

When the piston-powered C-124 *Globemaster II* started into retirement, the USAF needed more out-sized cargo capacity, so production was resumed and fifty C-5B models were cranked out in the early 1980s.

When the latest version of a large Douglas airlifter (the C-17 *Globemaster III)* came along in the early 1990s, most of the original C-5A *Galaxy* models were turned over completely to the Air Force Reserve and the Air National Guard, which was how we got to the present set-up at Westover Air Reserve Base.

Since the C-17 cargo capacity is only about half of the C-5, the USAF is now looking at a new avionics package and a new up-rated engine for the "big bird" and continued operation for at least another decade or two.

Anyway, the people at Westover liked us and said they would invite us back again in 2006*!*

CONDOR is out !

*A call to action! Our **LONG-RANGE PLANNING COMMITTEE** needs your input and support!*

In order to formulate a plan for directed and controlled growth, the Yankee Air Force Board of Governors has formed a **Long-Range Planning Committee** (LRPC).

The purpose of this committee is to envision what our Museum will look like in 10, 15, and 20 years into the future. We took a little break for the summer and are ready to get back to work for the future of Yankee Air Museum.

Yankee Air Museum is at the crossroads. It cannot continue beyond the next few years in its present structure. The issue is we are only able to balance Yankee Air Museum's budget because of the revenue generated by our B-17 and more recently our B-25 flight experiences. How long will our aircraft continue to fly and support our museum? I am a great supporter of our flyable aircraft program and hope to see them fly for many years to come. To do nothing will seal the fate of Yankee Air Museum.

The Long-Range Planning committee felt that our Museum should move toward becoming an events-driven museum, a museum where history lives. Yankee Air Museum will become a museum that offers a reason for visitors to come back. By becoming a museum more typical of the successful museum model, we will become more attractive to the investors and volunteers needed to ensure our future.

The Long-Range Planning Committee saw 2004 as the year of transformation, a time for our Museum to move toward a new operating structure. We have added new events such as movie nights and our Vietnam Veterans Recognition Day, and increased our C-47 excursions.

Were we 100% successful? No. Are we optimistic we are on the right track? Absolutely*!* Yankee Air Museum is developing a reputation as one of the premier organizations in the airshow business, mainly due to the success of *Thunder Over Michigan* each August. Did *Thunder* start out as an instant success? No, it took years to build it into the event we now see. We have an in-house and growing expertise on building successful events; the future of Yankee Air Museum is to capitalize on this expertise.

The LRPC does not profess to be the source of all knowledge and wisdom for the YAM. We have our share of "nay sayers" at Yankee Air Museum, people who feel we cannot risk a move in the direction recommended by the LRPC. We are short of other options. **Inside our financial and manpower limits, does anyone have a better plan? If so we would love to hear from them.** We cannot go back; too much has changed. It's up to us to move forward into a new generation of growth and realized potential, or to stand fast and not make the needed changes. Without action, there is no guarantee of Yankee Air Museum's future. Without a successful long-range plan, all our millions of hours of volunteer effort will be for naught and all volunteer effort invested in Yankee Air Museum will be lost in the closing of our Museum.

This is an exciting time for Yankee Air Museum. Our Long-Range Planning Committee strongly feels that we are moving in the right direction. Yankee Air Museum is on its way to becoming our country's leading living history flying museum. This is being accomplished by the continuing efforts of the volunteers who have already made Yankee Air Museum what it is today.

- Randy Hotton

Dear **Long-Range Planning Committee**:

I am answering your call to action*!*

I have some ideas for the future success of Yankee Air Museum*!*

Please contact me:

NAME

YAF #

PHONE

E-MAIL

Rush to: Randy Hotton, Yankee Air Museum LRPC
PO Box 590, Belleville MI 48111-0590

One of my main goals this year is to increase the circulation of the many fantastic materials we have available in our Yankee Air Museum Library.

Have you been upstairs? There's now a patriotic banner marking the Library entrance. We want this to become one of your favorite places in the Hangar.

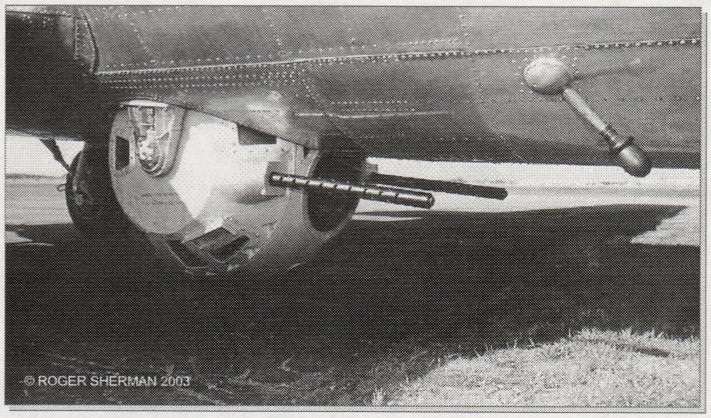
I WANT YOU TO READ

Whenever the Library door is open, you are **WELCOME** to come in and browse. It's worth your time!

We are in the process of planning the best way to make our resources available for research and circulation.

Happy reading*!*

Darlene Imus
Library Department Head



THE SPERRY BALL TURRET by **Stan Wiec**

Our B-17 bomber, the *Yankee Lady*, is a major attraction here at our Museum and at airshows. One feature of the B-17 that seems to intrigue the public is the Sperry ball turret. Many questions have been asked about the ball turret, but we have given some incorrect answers. It's important to provide the public with the right information. Here are some comments and corrections:

- ***The ball turret is entered while the bomber is on the ground.*** *FALSE.* The gunner enters the turret when the bomber is in full flight and will always get out before landing. The ball turret, hanging down beneath the plane, is no place to be when the bomber is moving along the ground.

- ***The ball turret gunner must be a short person not much above 5 feet 2 inches.*** *FALSE.* As an 18-year-old 5'10" student at the Army Air Force flexible gunnery school in 1944, I was taught to operate all the turrets on a bomber. I could fit into and operate the ball turret.

- **The foot pedals are used to rotate the ball turret.** FALSE. There are two handgrips located above the K-4 gunsight that control the movement of the turret. To rotate the turret to the right or left, the handgrips are swung to the left or right. To tilt the turret and guns up or down, the handgrips are pulled back or pressed forward. On the top of each handgrip under the thumbs are the firing buttons. The ball turret gunner's left foot operates the range pedal for the K-4 gunsight. The gunner's right foot operates the microphone switch.

- **Because of the ball turret's precarious position, it is generally perceived to be the most dangerous position on the bomber.** Actually, post-war records reveal the ball turret to be the safest position on the plane. Of all the positions on a B-17 or B-24, fewer were killed in the ball turret than in any other position.

Man from Brazil visits Yankee Air Museum

The award for the person traveling the greatest distance just to see *Thunder over Michigan* could very well go to **Randolfo Nero**. He flew 18 hours from Sao Paulo, Brazil specifically to see our air show. He saw an announcement in an aviation magazine and jumped on a flight to Detroit. Showing up on Friday, Aircraft Arrival Day, he inquired at the gate about taking a B-17 ride. He explained they don't have planes like Yankee's flying in Brazil*!* He was escorted to the Hangar where **Casey Hines** promptly signed him up for a flight the next day. A few minutes later he was also buying a B-25 ride*!* He spent more on those flights than he did on his commercial ticket to get here. He also signed up for an early morning photo tour with **Tom Walsh**.

This plane-crazy Brazilian was informed that some of the P-47 Thunderbolts at our show had actually been recovered from Brazil. When we saw him later it was obvious that he thoroughly enjoyed his experience at Yankee Air Museum.

So, congratulations to new YAF member **Randolfo Nero**. It was a pleasure to meet you and share your interest in Yankee Air Museum. Hope you can return next year*!* Some big bombers will be here, including the B-29 Superfortress *FiFi* to commemorate sixty years since the ending of World War II.

- Dave Steiner

Kilroy wonders what's right ?! *With our B-17 on the ground at Oshkosh,* ***Bette Watson*** *enjoys helping* ***Todd Hackbarth*** *demonstrate how some people might mistakenly think a gunner entered his turret.*

MARY ANN BITTNER

MAIL ORDER OFFER

EMBROIDERED YANKEE LADY FLIGHT EXPERIENCE CAP
Baseball style cap comes in navy blue or light tan color. The *Yankee Lady* and *B-17G* are embroidered on the front. The words *Yankee Lady Flight Experience* are embroidered on the left side. Caps have size adjustment clasps. Specify color below.

$25.00
$26.50
Michigan Residents

EMBROIDERED DENIM SHIRT
You can order a long or short sleeve shirt. 100% cotton with button-down collar and single pocket. All seams are double-stitched for durability and comfort. You choose the logo you want embroidered on the left chest. Specify sleeve length, size and logo below.

$42.00
$44.52
Michigan Residents

EMBROIDERED LIGHTWEIGHT JACKET
Tan or navy blue microfiber jacket is just right to wear during spring or fall. Jacket has two secured pockets on the outside and one on the inside. The collar is fastened with a button and the cuffs have adjustable snaps. An elasticized waistband ensures a snug fit. You choose the logo you want embroidered on the left chest. Specify size, color and logo below.

$89.00
$94.34
Michigan Residents

SILKSCREENED COTTON T-SHIRT
Can be ordered in mustard yellow or olive green. Shirt has the Yankee Air Force logo on the front and features our B-17, B-25 and C-47 on the back. Designs are printed in six bright colors. September's issue of *Hanger Happenin's* has an illustration of this shirt on page 13. Specify size and color below.

$25.00
$26.50
Michigan Residents

ALLOW 3 TO 4 WEEKS FOR FREE DELIVERY

1. CIRCLE the jacket or shirt size: Men's Medium Men's Large Men's XL Men's 2XL

2. CIRCLE the denim shirt sleeve length: Short Sleeve Long Sleeve

3. CIRCLE the t-shirt color: Mustard Yellow Light Olive Green

4. CIRCLE the logo to be embroidered on your jacket or denim shirt:

MEMBER
YANKEE AIR FORCE

YANKEE Lady
B-17G
Flight Experience

YANKEE AIR FORCE

5. CIRCLE the jacket color : Navy Blue Light Tan

6. CIRCLE the *Yankee Lady Flight Experience* cap color : Navy Blue Light Tan

NO EXTRA CHARGE TO HAVE YOUR NAME EMBROIDERED

Name to be embroidered on jacket or denim shirt: _____

Please print the information below and make your check payable to **YANKEE AIR MUSEUM**

Name _____

Address _____

City _____ **State** _____ **Zip Code** _____

Phone _____ **Best time to call** _____

Mail this order form to:

MAIL ORDER OFFER
YANKEE AIR MUSEUM STORE
P.O. BOX 590
BELLEVILLE, MI 48112-0590

Stinson participates in Challenge Air program for *C.S. Mott Childrens Hospital*

Photo and story by **Ray Hunter**

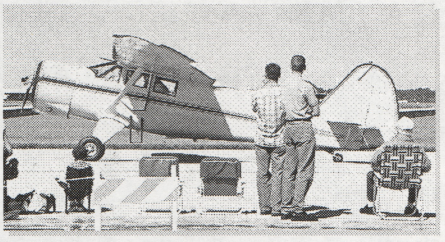
YAF Member **Teresa Ingle** received a phone call in late July from Jack Lewis, coordinator and originator of the *Challenge Air* program to inquire if the Yankee Air Force would be able to participate in this year's program on Saturday 7 August 2004 at the Ann Arbor Airport.

The *Challenge Air* program is an annual aviation-related event sponsored by the *University of Michigan Health System* and the *C.S. Mott Children's Hospital*. *Challenge Air* is described by its sponsors as a "fun-filled experience with an unforgettable ride through the clouds, arts and crafts, entertainment, and refreshments along with many smiles and great memories." Each year owners of private aircraft provide flights for children being treated at *C.S. Mott Children's Hospital* in Ann Arbor. Jack Lewis, of Ann Arbor, who is himself a wheelchair-bound and very active licensed pilot, organizes the event each year.

Teresa contacted YAF's Stinson Chief Pilot **Ray Hunter** and Crew Chief **Glenn *Gunner* Ingle** to see if our Stinson Reliant would be available to participate. The Stinson was scheduled for the *Thunder Over Michigan* show at Willow Run Airport, but it was decided to fly to Ann Arbor for several hours to participate in this humanitarian effort to provide rides for the children and families attending the Challenge Air event.

After landing at Ann Arbor, the Yankee Air Force V-77 Stinson Reliant was flown on four flights for physically challenged kids and their families. **Jack Blanchard**, **Ray Hunter**, and ***Gunner* Ingle** each alternated in flying the 1943 Stinson classic. The kids and their families said that the Stinson was the highlight of their day. One of the nurses who treats these children at the Mott Hospital on a regular basis, said that although the flights only last for around 20 minutes, the kids will laugh and talk about them for the next six months.

Pictured in the photo above just getting out of the Stinson are (LEFT TO RIGHT) YAF Stinson pilot **Jack Blanchard**, Stinson pilot and crew chief **Glenn *Gunner* Ingle** with son and father **Mike and Tim Thomasma**.



DAVE STONOSKI

For information about our Stinson, contact **Ray Hunter** at **(734) 668-6059** or **HuntersofA2@aol.com**

2004 YANKEE AIR FORCE AIRSHOW SCHEDULE

! Definite ? Tentative **FLEX** Flight Experiences

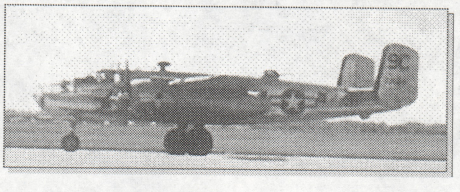
B-17!		Oct 01-03	U.S. Aviation Museum Airshow -FLEX	Euclid,OH(CGF)
	C-47?	Oct 03-08	YAF member trip to NC, GA, FL	
			Battleship USS North Carolina	Wilmington, NC
			Mighty Eighth Air Force Her. Museum	Savannah, GA
			U.S. Naval Aviation Museum	Pensacola, FL
B-17!		Oct 09	Boy Scout Open House/Static Display	Romeo, MI
	B-25!	Oct 16-17	Fall Color Tour Flight Experiences	Willow Run, MI

Meet Yankee Volunteer **Bob Pilz** - Man of Metal

Just call him Mr. Fabricator! When a Yankee department needs something made out of metal or re-welded, or just plain fixed, they know the man to talk to is Life Member **Bob Pilz**. The number of items he has designed and put together around the hangar are too numerous to mention here, but you can start with the tow bars for several of the aircraft and all of the signs in the airpark. Here he takes a break for a photo-op while installing brackets for a window air conditioner in the Museum Store. Look for Bob in his yellow hard hat and say, "Thanks, Bob!"

FALL FLIGHTS ARE FANTASTIC !

B-25 Fall Color Tours



DARLENE IMUS

Saturday 16 October
Sunday 17 October

$ 300 per person

from Willow Run to the Mackinac Bridge and back.
Your interest will determine the times and how many flights we schedule.
Sign up soon! Yankee members only. Call *Mary Aileen* **(734) 945-5369**.

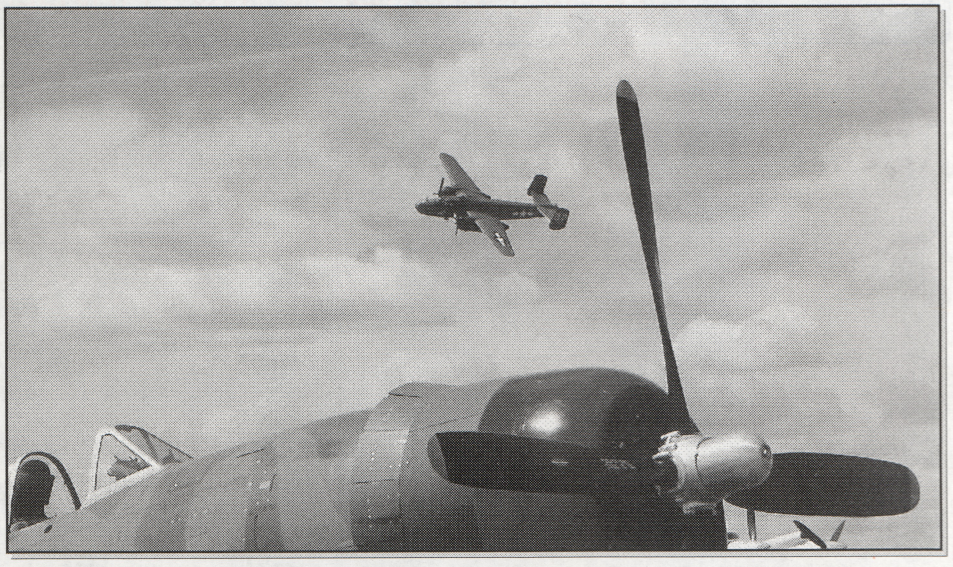
Bob Gould, Producer **bob@veteransradio.net**

SATURDAY MORNINGS 11 AM
CALL IN !
Toll Free
(866) 477-9100

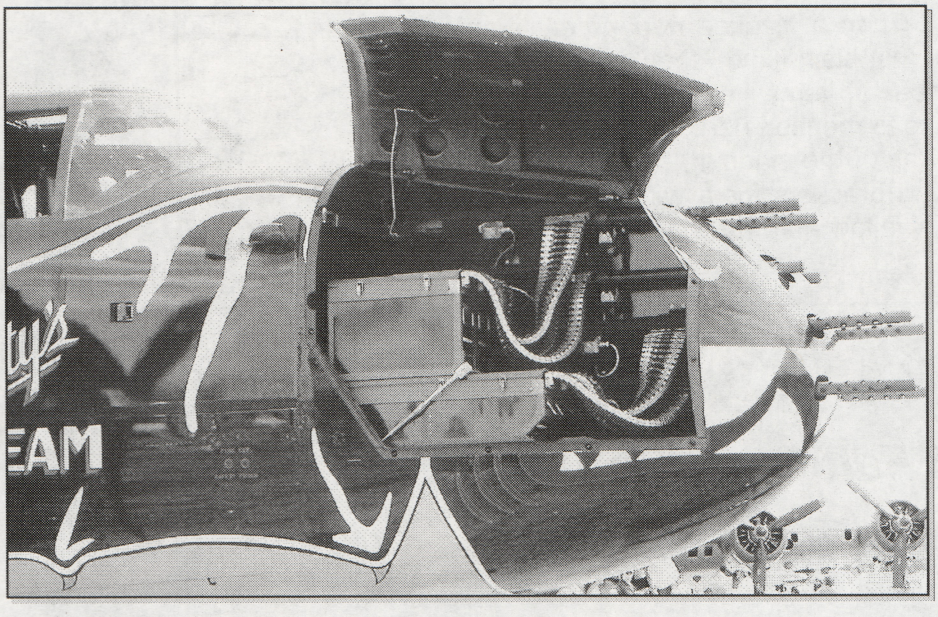
AVeterans Radio
Dedicated to America's Veterans

YANKEE AIR MUSEUM

Stunning photos this page were taken at *Thunder Over Michigan* Saturday 7 August 2004 by **John Meyland** of Clarkston, Michigan



Do you have a few favorite *Thunder Over Michigan* photos you'd like to see published in *Hangar Happenin's*?
Just deliver upstairs or mail to
Yankee Air Museum / HH Rm 223
PO Box 590
Belleville MI 48112-0590.
Please include captions, dates and photographer's name, with a pre-addressed stamped return envelope.

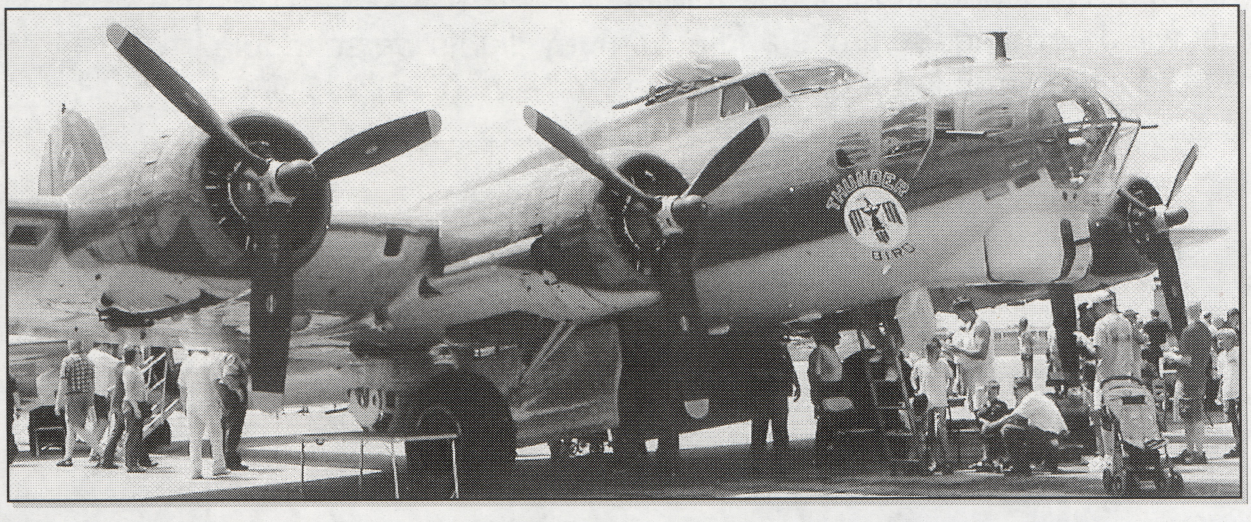


TOP to BOTTOM

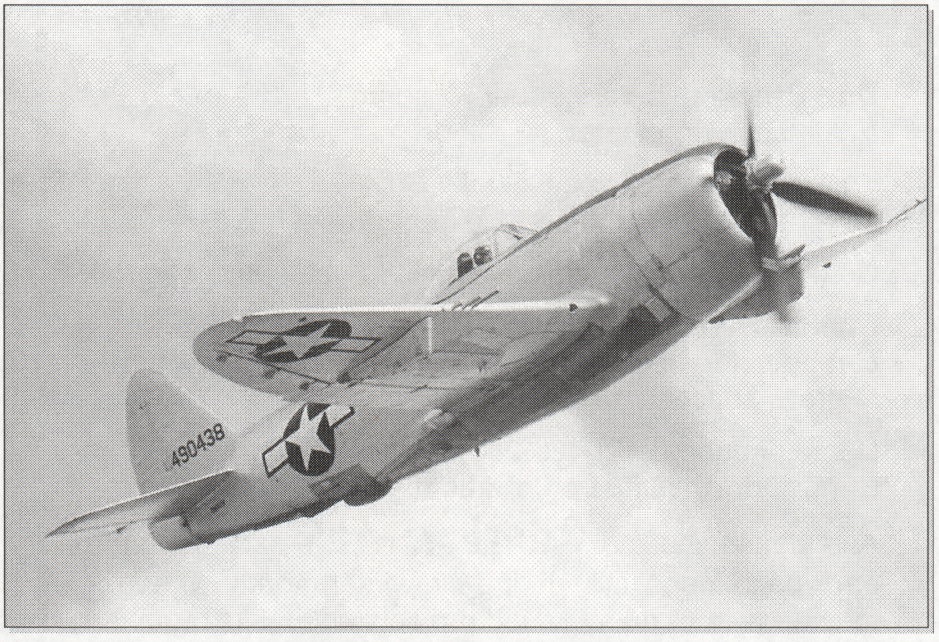
FLY-BY
B-25J Mitchell *Briefing Time*
from Mid-Atlantic Air Museum
in Reading, Pennsylvania
tips a wing toward
P-47D Thunderbolt *Hairless Joe*
of Danville, Illinois

SERIOUS BUSINESS
B-25J Mitchell *Betty's Dream*
of C&P Aviation in Blaine, Minnesota
with open gun nose revealing
ammunition boxes, ammo belt feeds
with .50-caliber bullets and machine guns
through menacing bat-face nose art

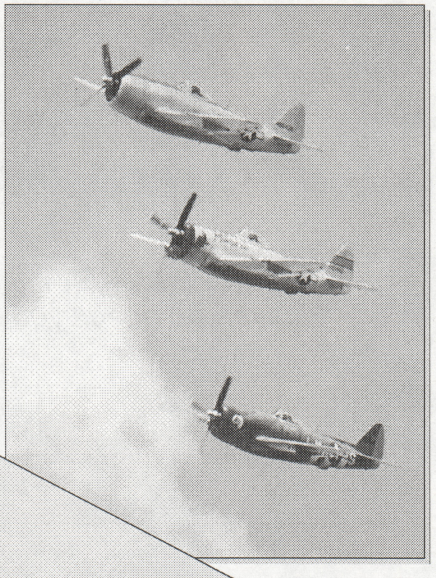
THUNDER BIRD
B-17G Flying Fortress *Thunder Bird*
from Lone Star Flight Museum
in Galveston, Texas
attracts *Thunder Over Michigan* visitors

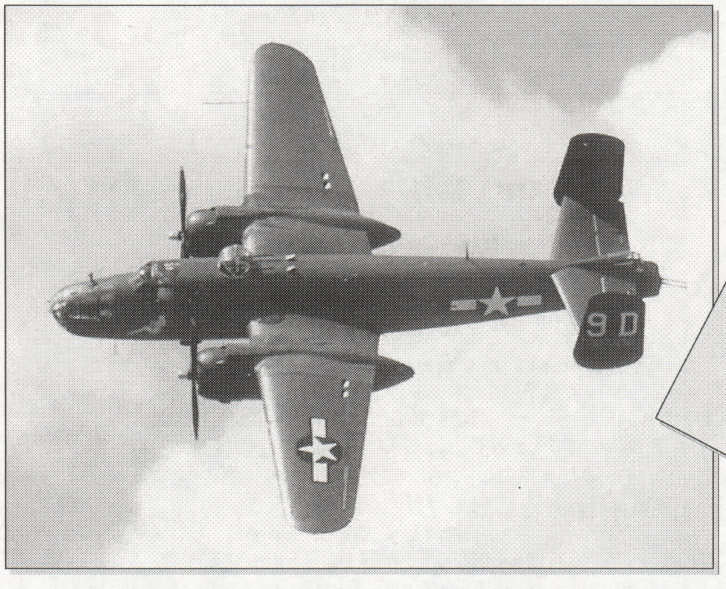


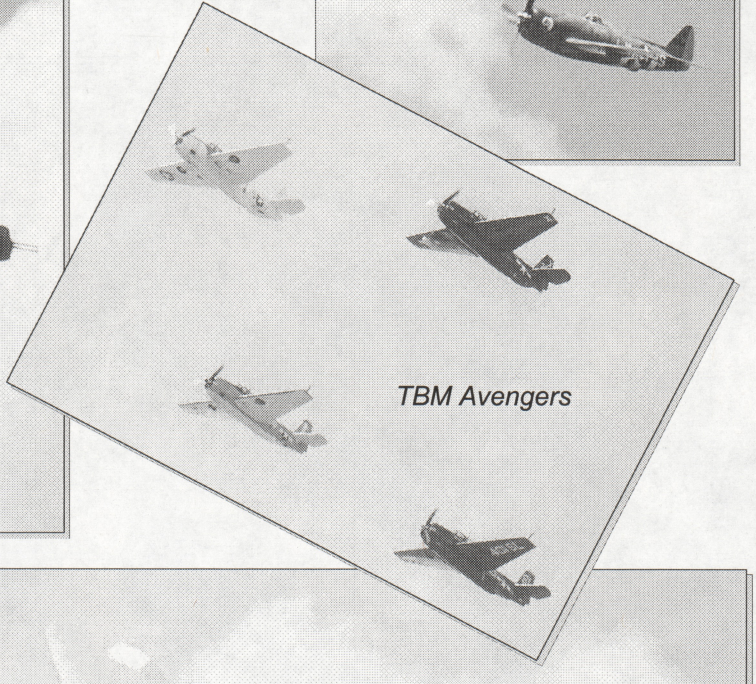
THANK YOU FOR LETTING US PRINT YOUR GREAT PHOTOS !



The outstanding land-to-air shots on this page are from the camera of **Rand Bitter** of Canton, Michigan 7 - 8 August 2004 at *Thunder Over Michigan*







CLOCKWISE from ABOVE

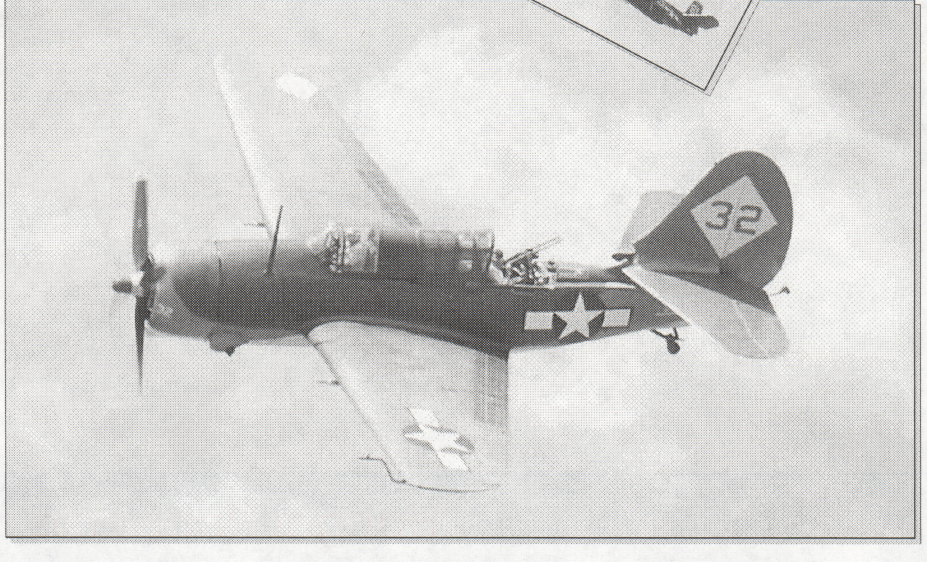
B25-J MITCHELL Briefing Time
from Mid-Atlantic Air Museum
in Reading, Pennsylvania

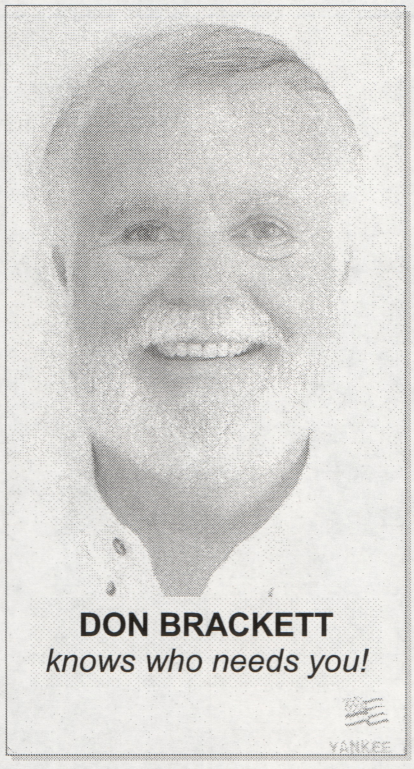
P-47D THUNDERBOLT 490438
John Schoffner / Aviation Management
of Sevierville, Tennessee

FLIGHT of P-47s
490438 and 490460 *Hun Hunter XVI*
John Schoffner and Neil Melton
of Sevierville, Tennessee
over 226641 *Hairless Joe*
of Danville, Illinois

SQUADRON of TBM AVENGERS

SB2C-5 HELLDIVER
John Hess / Commemorative Air Force
West Texas Wing, Graham, Texas





DON BRACKETT
knows who needs you!

NEED SOMETHING TO DO ... *BUT DON'T KNOW WHAT?*
WANT SOMETHING DONE ... *BUT DON'T KNOW WHO?*

Don Brackett is Yankee Air Museum's Volunteer Coordinator.

Think of him as our new *Go-To Guy* for all Yankee volunteers and department heads.

Come to an orientation. He wants to get to know you*!*

Contact Don to see how your unique talents and skills can be put to best use in helping Yankee Air Museum to grow, succeed, and excel*!*

Home phone: **(248) 425-2855**
E-mail: **donb38@sbcglobal.net**

And please check our **HELP WANTED** section on the back page, especially during the winter months ahead, to choose from many varied projects and tasks requiring someone just like you. Thanks for your help*!*

September 2, 2004

Dear Yankee Air Force,

I knew Bill Abbott many moons ago in England and he began sending Hangar Happenin's to me. After his death I wrote you that you could cancel me but you graciously decided to keep me on your mailing list. Believe it or not, I read every word of each issue and recognize some recurring names ... in fact, I miss Connie's Corner. I'm convinced you have a splendid organization. Please accept the $25 enclosed with my compliments as partial payment for the enjoyment I've received ... and a little on the postage.

Best wishes!

Dale Evans
Dallas, Texas

NAVIGATOR . BOMBARDIER . OBSERVER

Did you know there's an organization for us? There is*!*

AFNOA

is an association of US Air Force Navigators, Bombardiers, Observers, Electronic Warfare Observers (EWOs) and Weapons Systems Officers (WSOs).
AFNOA currently has 1200 members from World War II, current Active Duty, Guard and Reserve navigators.
As a member, you'll receive a quarterly newsletter

DR Ahead

(DR=Dead Reckoning)
and the opportunity to participate in activities with former aviators.
We have a reunion every 2 years, the next planned for Fall 2005 in Albuquerque, New Mexico.
Join up and meet your old buddies*!*
For more information, visit the AFNOA website
www.afnoa.org

or contact
Jim Bannerman, Corresponding Secretary
AFNOAsecretary@aol.com
or
Lt Col Russell K Woinowsk USAF (Ret.)
colruss@comcast.net
2025 Welch Court
Ann Arbor MI 48103-6136
(734) 761-7251

ON THE HORIZON

WHAT'S HAPPENIN' AT YANKEE AIR MUSEUM

East side of Willow Run Airport
at Beck & Ecorse Roads

www.yankeeairmuseum.org

For reservations or more information about any of our events, call the **Museum Store (734) 483-4030 Ext. 202**

Museum and Store OPEN Wednesdays to 7 PM

OCTOBER 2004

Friday-Saturday-Sunday
October 1st-2nd-3rd — **Michigan Air Tour** Stinson grounded due to wing damage

Saturday October 16th — **Movie Night:** ***A BRIDGE TOO FAR***
Special guests: Paratrooper re-enactors inside our C-47 in the Hangar

NOVEMBER 2004

Sunday November 7th — Celebrating **VETERANS DAY**
Movies all day in the Hangar on our ***BIG SCREEN TV***
The Best Years of Our Lives, Catch 22, The War Lover

DECEMBER 2004

Saturday December 11th — *Christmas Party* Doors open at 5 PM Supper from 6 - 7 PM

Join us for this wonderful annual get-together! See Santa, win door prizes and share the holiday cheer with Yankee friends in our Meeting Room at the Hangar. Bring your favorite dish to pass. We provide all the main meats and soft drinks. For details, call Santa's CEO (Chief Elf Officer) **Debbie Stewart**: **(734) 891-9280**.

NOW SHOWING IN OUR MEETING ROOM !
Remember hosting the ***2003 National Air Tour*** *?*
Enjoy a new display of photos compiled by Jane Spires !

EVENTS IN 2005

Saturday January 15th	Movie night
Saturday February 19th	Movie night
Saturday March 19th	Polishing Party
Saturday April 16th	Model Aircraft Day
Saturday May 21st	Willow Run Airport Open House
Monday May 30th	Yankee Air Museum Memorial Day Observance & Pancake Breakfast
Saturday June 4th	Vietnam Memorial Moving Wall WEEKEND EVENT AT THE HANGAR
Saturday July 9th	Victory Speaker celebrating VE Day 8 May 1945 (Victory in Europe) and VJ Day 2 Sept 1945 (Victory in Japan)
August *TO BE ANNOUNCED*	*Thunder Over Michigan: 60th Anniversary of the End of World War II*
September *TO BE ANNOUNCED*	Volunteer Appreciation Day
Saturday October 15th	Movie nights begin again!
Saturday November 12th	Movie night
Saturday December 10th	Holiday Party

HELP WANTED

TOUR GUIDES (DOCENTS)

YANKEE MEN OR WOMEN:

. to man the front tour desk
. to greet visitors and guests
. to take tour groups through our Museum

QUALIFICATIONS:

. Must be friendly and enjoy talking with people
. We will train you on the technical issues

BENEFITS:

. Good working conditions
. Air-conditioned in the summer
. Heated in the winter
. Keeps your hands clean
. Pick your own work schedule

See **DAVE WRIGHT** at the Tour Desk or call him at home **(734) 697-3790**.

MARKETING VOLUNTEERS

Help publicize our Museum's events!

We need:

- Volunteers to work with area newspapers on print ads and with local media on public service announcements.
- 3 Marketing liaisons to Yankee Air Museum's Events Committee.

Contact
BRIAN HIGGINS
(734) 420-2231

SECURITY STAFF

PROTECT THE PAST
ONE DAY AT A TIME

Our Security Staff is looking for your help.

ORIENTATION
every Wednesday
3:30 - 7:00 PM
through October 1st

Meet **BOB CAMPBELL** in the Yankee Air Museum Security Office.

NOT SURE HOW TO HELP?

E-mail Volunteer Coordinator
DON BRACKETT
donb38@sbcglobal.net

YANKEE AIR MUSEUM
P O BOX 590
BELLEVILLE MI 48112-0590 USA

Non-Profit Organization
U.S. Postage Paid
Permit No. 56
Belleville, Michigan

DON MEYER

Mary & Archie Donahue
Thunder Over Michigan 2004
Guests of Honor

Cover photo
by Mary Donahue
via Bette Watson

*********SCH 5-DIGIT 48346 1992 S6 P10
DAVID T. SAUNDERS
5010 CLEARVIEW DR
CLARKSTON MI 48348-3933

PLEASE CHECK YOUR MAILING ADDRESS! NOTIFY OUR MEMBERSHIP OFFICE OF ANY CHANGES (734) 483-4030 Ext 211